

Code 015
4 JUN 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST
3750.6 SERIES

THIRD ENDORSEMENT on CO, NAS Los Alamitos, accident, Ser
3-68A, concerning A-4A, BUNO 137828, of 17 Apr 1968, pilot
SHAFFER

From: Chief of Naval Air Training
To: Commander, Naval Aviation Safety Center

Subj: Aircraft accident report; forwarding of

(b) (5)

(b) (6)

Copy to:
CNARESTRA
COMNAVAIRSYSCOM (AIR 404)
CO, NAS Los Alamitos
COMNAVAIRSYSCOM (AIR 09E)
NAVAIRSYSCOM, NAVPLANTREPO, Long Beach
CO, NAVAERORECOVPAC, El Centro

By direction

aw

ORIGINAL

Code 026
24 May 1968

SECOND ENDORSEMENT ON NAS Los Alamitos AAR 3-68A, involving
A-4A BUONO 137828, occurring 17 April 1968, Pilot SHAFER

From: Chief of Naval Air Reserve Training
To: Commander, Naval Aviation Safety Center
Via: Chief of Naval Air Training

Subj: NAS Los Alamitos AAR 3-68A

(b) (5)

(b) (6)

By direction

Copy to:
NAVAVNSAFECEN (2 Direct Airmail)
NAVAIRSYSCOM (AIR 09E)
NAS Los Alamitos
NAVPLANTREPO Long Beach
NAVAEROSPACECFAC

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES.

ORIGINAL

ORIGINAL

AS:ra
11 May 1968

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

FIRST ENDORSEMENT on NAS Los Alamitos Aircraft Accident Report, serial 3-68A, concerning A-4A, BuNo 137828 accident occurring on 17 April 1968, pilot SHAFER

From: Commanding Officer, Naval Air Station, Los Alamitos, CA 90720
To: Commander, Naval Aviation Safety Center, Naval Air Station, Norfolk, VA 90720

Via: (1) Chief of Naval Air Reserve Training
(2) Chief of Naval Air Training

Subj: Aircraft Accident Report; forwarding of

(b) (5)

L. D. Ruth
L. D. RUTH

Copy to:

NAVAVNSAFECEN (2)

NAVAIRSYSCOM (AIR-404) (1)

CNATRA (1)

CNARESTRA (1)

NAVPLANTREPO LONG BEACH (1)

NAVAERORECFAC EL CENTRO (1)

ORIGINAL

OPNAV REPORT 3750-1

PART I GENERAL

1. AIRCRAFT ACCIDENT BOARD APPOINTED BY CO, NAS LOS ALAMITOS	2. SERIAL NO. 3-68A	3. DTS (LOCAL) OF WISAP 171515Z APR 68	4. MODEL AIRCRAFT A-4A	5. BUREAU NUMBER 137828
6. TO: Commander, Naval Aviation Safety Center	9. LOCATION OF WISAP 082 DEG, MAG 13 NM FM JULIAN VOR, CALIFORNIA		10. DAMAGE ALFA	
7. VIA: (a) CO, NAS LOS ALAMITOS (b) CNARESTRA (c) CNATRA	8.	11. TIME OF DAY DAY	12. TIME IN FLIGHT 1+05	13. FLIGHT CODE 1A1M
14. CLEARED FROM: NAS LOS ALAMITOS TO: NAS LOS ALAMITOS				
15. TYPE CLEARANCE VFR		16. AIRSPEED 340 P	17. A/C WEIGHT 16,310	
18. BRIEF DESCRIPTION OF WISAP ENGINE FAILURE - PILOT EJECTED		19. ELEVATION AT TIME OF WISAP S.L. 4000' TERRAIN 2600'		
20. LIST MODEL, BUREAU, REPORTING CUSTODIAN AND DAMAGE CLASSIFICATION OF ANY OTHER A/C INVOLVED (Complete OPNAV Form 3750-1 for each A/C) NONE				
FACTOR		FACTOR		FACTOR

(b) (5)

SECTION B. CONTRIBUTING FACTORS

1. NAME (LAST, FIRST, & MIDDLE INITIAL) PILOT (AT CONTROLS AT TIME OF WISAP) SHAYER, JERRY P.	2. RANK LT	3. SERVICE NO. (b) (6)	4. DATE 1315	5. BRANCH OF SERVICE USNR	6. AGE (b) (6)	7. YEARS 6	8. BILLET PILOT	9. POSITION COCKPIT	10. SIGNATURE J
21. PILOT IDENTIFY & SIGNIT SEPARATE PAGE 11 NONE									

SECTION C. PERSONNEL DATA

PILOT EXPERIENCE IN HOURS				ITEM						
11.	ALL MODELS	1361	17.	CV LANDINGS DAY/NIGHT	ALL	324	94			
12.	ALL MODELS IN LAST 12 MONTHS	110	18.	FCLP LANDINGS LAST 6 MONTHS DAY/NIGHT	IN MODEL	312	94			
13.	ALL MODELS IN LAST 3 MONTHS	38	19.	INSTRUMENT HOURS LAST 3 MONTHS ACTUAL/SIMULATED	ALL	0	0			
14.	ALL SERIES THIS MODEL	1046	20.	NIGHT HOURS LAST 3 MONTHS	IN MODEL	0	0			
15.	ALL SERIES THIS MODEL LAST 12 MONTHS	106	21.	TOTAL HOURS IN JETS (if jet wisap)	ALL	2	7			
16.	ALL SERIES THIS MODEL LAST 3 MONTHS	38	22.	LAST PRIOR FLIGHT ALL SERIES THIS MODEL	IN MODEL	2	5			
23. DATE/GRADE LAST NATOPS STANDARDIZATION CHECK 3 AUGUST 1967 GUAL.				24. TYPE INSTRUMENT CARD STANDARD						
25. NAME (LAST, FIRST, & MIDDLE INITIAL) NONE				26. GRADE	27. BRANCH OF SERVICE	28. FILE/SERVICE NO.	29. UNIT	30. INJURY	31. BILLET	32. POSITION

ORIGINAL

PART 1. MAINTENANCE, MATERIAL, AND FACILITIES DATA									
1. DATE OF MANUFACTURE	2. FLIGHT HRS. SINCE ACCEPTANCE	3. NO. OF PAR/ OVERHAUL	4. MONTHS SINCE LAST PAR/ OVERHAUL	5. FLT. HRS SINCE LAST PAR/ OVERHAUL	6. LAST PAR OVERHAUL ACTIVITY	7. TYPE OF LAST CHECK PERFORMED	8. FLIGHT HOURS SINCE LAST CHECK	9. DAYS SINCE LAST CHECK	
30 APRIL 1956	1771	3	16	518	NAS ALAMEDA	4th CALENDAR 10 MAR 1968	29.0	38	
1. ENGINE MODEL	2. ENGINE SERIAL NUMBER	3. FLIGHT HRS. SINCE ACCEPTANCE	4. NUMBER OF OVERHAULS	5. WAS DIR. REQUESTED?	6. FLT. HRS SINCE LAST OVERHAUL	7. LAST OVERHAUL ACTIVITY	8. TYPE OF LAST CHECK PERFORMED	9. FLIGHT HOURS SINCE LAST CHECK	10. DAYS SINCE LAST CHECK
J-65W16A	617041	1415	2	YES	68	NAS ALAMEDA	1st CALENDAR 10 MAR 1968	29.0	38
(1)									
(2)									
(3)									
(4)									
1. COMPONENT INVOLVED NOMENCLATURE		2. MANUFACTURERS PART NUMBER	3. TOTAL HRS ON PART	4. NO. OF OVERHAULS	5. HOURS SINCE LAST OVERHAUL	6. OVERHAUL ACTIVITY	7. WAS DIR. REQUESTED?	8. SER. NO. FUL/AMFUR	
(1)									
(2)									
(3)									
(4)									
D. INCIDENTS & GROUND ACCIDENTS									
1. PARTS REPAIRED					2. PARTS REPLACED				
PART NUMBER		NOMENCLATURE			PART NUMBER		NOMENCLATURE		
JET ENGINE FLAMEOUT (include intentional securing to prevent engine damage)									
AT TIME OF FLAMEOUT	1. ALTITUDE	2. IAS	3. RPM	4. EGT	5. MANEUVER AT TIME OF FLAMEOUT	6. FUEL FLOW	7. ATTITUDE		
	4000	250 K	BELOW IDLE	900°	LEVEL FLIGHT	NORMAL	LEVEL FLIGHT		
8. G FORCES	9. RELIGHT	10. ALTITUDE	11. IAS	12. WAS REL. FUEL CONTROL	13. FUEL CONTROL	14. NO. RELIGHT ATTEMPTS			
0	<input checked="" type="checkbox"/> ATTEMPTED <input type="checkbox"/> ACCOMPLISHED	NA	NA	NA	<input checked="" type="checkbox"/> PRIMARY <input type="checkbox"/> MANUAL	0			
15. INTENTIONAL SECURE	16. ENGINE SYMPTOMS				17. CAUSE OF SYMPTOMS				
NO	TWO EXPLOSIONS FOLLOWED BY RPM LOSS				UNDETERMINED, SUSPECT 1st STAGE COMPRESSOR BLADE FAILURE				
RECIPROCATING ENGINE FAILURE									
18. ALTITUDE	19. IAS	20. ATTITUDE	21. RPM	22. WOP	23. TORQUE/HP	24. FUEL FLOW PRESSURE	25. OIL PRESSURE		
26. INTENTIONAL SECURE	27. ENGINE SYMPTOMS				28. CAUSE OF SYMPTOMS				
F. OTHER REPORT									
1. AMFUR SERIAL NUMBER									
2. DIR MESSAGE REQUEST DATE-TIME-GROUP: NAS LOS ALAMITOS 201745Z APR 68 (info based on DIR request. See para. 38 OPNAVINST P3750.68)									
3. OTHER NAF EL CENTRO 180420Z APR 68 PRELIMINARY MSG REPORT OF AIRCRAFT ACCIDENT.									
4. NAS LOS ALAMITOS 190040Z APR 68 SUPPLEMENTARY MSG REPORT OF AIRCRAFT ACCIDENT									
5. NAF ALAMEDA MSG 012302Z MAY 68 ENGINE FAILURE/MALFUNCTION INVESTIGATION REPORT.									

AIRCRAFT ACCIDENT REPORT
OPNAV FORM 3750-1 (Rev. 3-63) Page 3

SPECIAL HANDLING REQUIRED in accordance with
Para. 66, OPNAV INSTRUCTION 3750.6, effective edition

1. EQUIPMENT INVOLVED <input type="checkbox"/> CATAPULT <input type="checkbox"/> ARRESTING GEAR		2. PRESSURE SETTING	3. WIND OVER DECK	4. RELATIVE WIND	5. APPROACH/END SPEED
6. MARK NUMBER	7. MODEL NUMBER	8. LOCATION ON SHIP		9. LAUNCHING SWIVEL AND BRIDLE ARRESTER	
10. CATAPULT/ARRESTING GEAR BULLETINS OR NOMOGRAMS USED					

11. This portion shall be completed whenever (1) an aircraft accident involves arresting gear barrier and/or barricade equipment, or (2) an aircraft accident involves malfunctioning of arresting gear, barrier and/or barricade equipment. Incidents or routine damage to cables, weldings and other expendable equipment need not be reported herein.

ENGAGED	12. DECK RUNOUT (FEET)	13. RAM TRAVEL (INCHES)	14. CONTROL VALVE SETTINGS		15. ACCURATE TOR PRES-SURE (PSI)	16. COMMENTS (for cable failures specify no. landings and months in service)
			CONSTANT PRESSURE	CONV. - T RUN-OUT (WT. LBS.)		
DECK PENDANT						
DECK PENDANT						
BARRIER/BARRICADE						

FOR ACCIDENTS ABOARD CARRIERS (Complete on pilot)						
1. DATE DEPLOYED COMUS		3. DAY HOURS/LANDINGS SINCE DEPLOYMENT		4. DAY HOURS/LANDINGS LAST 30 DAYS		
2. NO. DAYS OPERATING PERIOD		6. NIGHT HOURS/LANDINGS SINCE DEPLOYMENT		7. NIGHT HOURS/LANDINGS LAST 30 DAYS		
5. INST. HOURS LOGGED SINCE DEPLOYMENT ACTUAL/SIMULATED						

WEATHER AT SCENE OF MISHAP					
1. CEILING	2. VISIBILITY	3. surface WIND DIRECTION AND VELOCITY	4. TEMPERATURE RUNWAY <u>NA</u> OUTSIDE AIR <u>72°F</u>	5. DEW POINT	6. ALTIMETER SETTING
5500 BKN	25 NM	WEST/15 - 20 KTS		34	29.85
7. OTHER WEATHER CONDITIONS (Winds aloft, icing level, sea state, density altitude, as appropriate)					
NONE					

PART III ADDITIONAL INFORMATION			
PART	SECTION	ITEM	REMARKS
			2. COPY DISTRIBUTION
			2 CC NAVJMSAFECN DIRECT (AAR)
			1 CC BUNEPS DIRECT (AAR)
			1 CC CHATRA
			1 CC CHARISTRA
			1 CC NAVPLANTREPO LONG BEACH
			1 CC NAS LOS ALAMITOS
			1 CC NAVAERO REC PAC EL CENTRO
			5. DATE SUBMITTED TO CD
			5 MAY 1969
COST DAMAGE TO:		3. GOVERNMENT PROPERTY	4. PRIVATE PROPERTY
		NONE	NONE

PART IV SIGNATURES OF THE BOARD

(b) (6)

* When preparing Incident and Ground Accident reports, items indicated by an asterisk in the upper right hand corner must be filled in. Other items considered appropriate should also be filled in.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART V - THE ACCIDENT

A. On 17 April 1968, LT SHAFER, VA-773, NAS Los Alamitos, pilot of A-4A, BUNO 137828, was participating in a Supplementary Training and Readiness Period (STARP) and was scheduled for a low level navigation training flight. LT (b) (6) VA-771, NAS Los Alamitos, also participating in a STARP, was scheduled as LT SHAFER's wingman.

B. LT SHAFER briefed the flight and filed the required DD-175 for the flight on Miramar SANDBLOWER Route 326. The flight departed NAS Los Alamitos at 1410U. Except for a few deviations required by existing weather, the flight progressed normally. The low level navigation flight was terminated on course on the third leg of the route. At that time, the aircraft were over the northern part of the Salton Sea, California and a climb had commenced. LT SHAFER, in A-4A, BUNO 137828, was climbing through 8,000 feet MSL at 90% RPM and 280 Knots IAS when he heard and felt a small explosion, followed by vibration. He reduced power and informed his wingman that his aircraft had problems.

C. LT SHAFER checked all instruments; all were normal, except the exhaust gas temperature (EGT) which was rising rapidly. LT SHAFER then reduced power from 80% to idle, but EGT continued to rise. He secured the air conditioning unit and switched to manual fuel control, then slowly added power. EGT went to 900 degrees. He again reduced power to idle and returned fuel control to primary. As RPM was increased the EGT increased and remained between 800 to 900 degrees.

D. Loss of altitude required adding power to 80% RPM in attempt to maintain a stable altitude. EGT remained at 900 degrees.

E. Within three minutes after the first explosion, LT SHAFER, heard and felt a second explosion milder in force and noise than the first explosion. Concurrent with the second explosion the engine commenced to 'unwind'. By this time, altitude had become critical and LT SHAFER ejected from the aircraft.

F. After LT SHAFER left the aircraft it turned left and descended into a rocky slope. The aircraft crashed about 17 miles SSE of Borrego Springs, California in a remote unpopulated area of the Anza-Borrego Desert State Park, California. The aircraft exploded and disintegrated upon impact with rocky terrain.

G. LT SHAFER ejected from the aircraft at about 4000' MSL. He landed in a dry wash about 2 miles North of the point where the aircraft crashed. He received (b) (6) when he was dragged slightly by the parachute after landing.

H. A park ranger and a man and his son in a camper in the area saw the explosion from the crashed aircraft and saw LT SHAFER descending in the parachute. They arrived at LT SHAFER's location in about 15 minutes. The park ranger took LT SHAFER to the park headquarters in Borrego Springs.

I. A C-45 from NAF El Centro picked LT SHAFER up at the Borrego Springs airport and took him to NAF El Centro where he was examined by a flight surgeon. LT SHAFER was found to be uninjured except for the (b) (6) from being dragged by the parachute. An S-2 aircraft from El Centro returned LT SHAFER to NAS Los Alamitos during the evening of 17 April 1968.

J. A security guard for the aircraft wreckage was furnished by NAF El Centro.

K. Enclosure (2) is the statement of the pilot, LT SHAFER. Enclosure (3) is the statement of the wingman, LT. (b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART VI - THE DAMAGE TO THE AIRCRAFT

A. The aircraft, A-4A, BUNO 137828, received alpha damage when it crashed, uncontrolled, into a rocky slope. Impact angle was estimated at approximately 55 degrees. At the time of impact, the aircraft was traveling in excess of 280 knots IAS and was in a slight left wing, nose down attitude.

B. Upon impact, the aircraft gouged the rocky terrain to a depth of approximately three to four feet for a distance of about 20 to 30 feet. The aircraft exploded and disintegrated, scattering fuel and debris throughout an area approximately 300 feet laterally and 500 feet upslope from the point of initial impact. There was little ground fire, due to the lack of foliage in the area.

C. The aircraft crashed on a heading of approximately 135 degrees magnetic. The right main gear strut remained near the right edge of the initial impact area. The turbine section of the engine came to rest about 75 feet upslope from the initial impact point. The tail cone and horizontal stabilizer pieces were found approximately 100 feet beyond the turbine section of the engine. The compressor section of the engine was located approximately 100 feet beyond the tail cone and horizontal stabilizer.

D. Enclosure (4) shows the crash site and wreckage scatter pattern. Enclosures (5), (6) and (7) are photos of the engine pieces.

E. The engine, J-65-W16A, serial number W617041 was removed to NARF Alameda for a priority failure/malfunction investigation. —

F. When released by the Naval Aviation Safety Center the remaining wreckage will be salvaged/recovered in accordance with OPNAVINST 3750.6 SERIES. ✓

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PART VII - THE INVESTIGATION AND ANALYSIS

(b) (5)



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PART VII - THE INVESTIGATION AND ANALYSIS, continued

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART VII - THE INVESTIGATION AND ANALYSIS, continued

(b) (5)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART VII - THE INVESTIGATION AND ANALYSIS, continued

(b) (5)



SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

PART VIII - CONCLUSIONS

(b) (5)



PART IX - RECOMMENDATIONS

(b) (6)



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

INDEX OF ENCLOSURES

<u>NUMBER</u>	<u>TITLE</u>
(1)	Medical Officer's Report
(2)	Statement of Pilot, LT SHAFER
(3)	Statement of Wingman, LT (b) (6)
(4)	Photo of Crash Site
(5)	Photo of Engine
(6)	Photo of Engine
(7)	Photo of 1st Stage Compressor Blade Suspected of Failure
(8)	Chart Showing Accident Area
(9)	Statement of Aircraft Maintenance Officer
(10)	Photo of Wrench
(11)	Statement of Survival Equipment Officer

Medical Officer's
Report - withheld
entirely under
exemptions (b)(5) and
(b)(6) of the FOIA.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of LT J. P. SHAFER, (b) (6) /1315, USNR, pilot A-4A, BUNO 137828,
involved in an aircraft accident on 17 April 1968.

(b) (5)



ENCLOSURE (2)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPHAVINST 3750.6 SERIES

(b) (5)



J.P. SHAFER

Certified to be
a True Copy

(b) (6)



ENCLOSURE (2)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of LT (b) (6) USNR, VA771, concerning A-4A, BuNo 137828
accident occurring 17 April 1968.

(b) (5)



(b) (6)

LT, USNR-R VA-771

Certified to be

a True Copy

(b) (6)



ENCLOSURE (3)

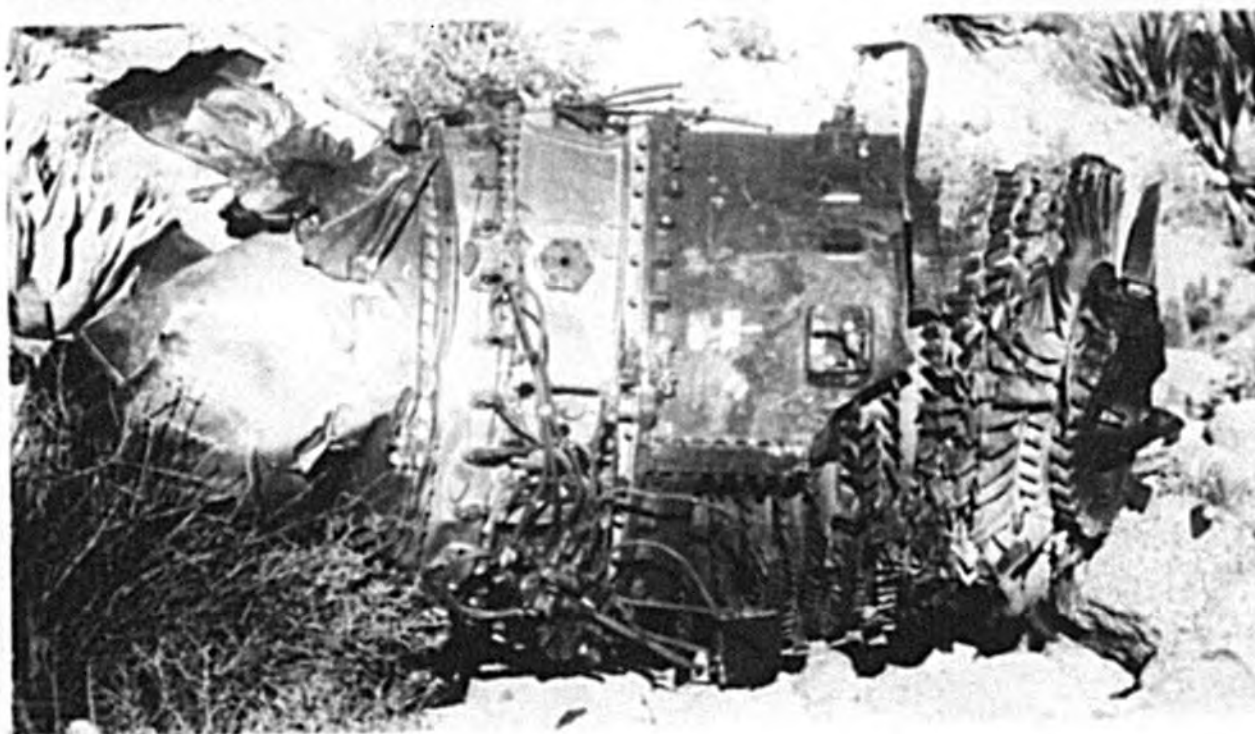


ENCLOSURE (4) 1-IMPACT POINT, 2-TURBINE, 3-HORIZONTAL STABILIZER,
4-COMPRESSOR SECTION.

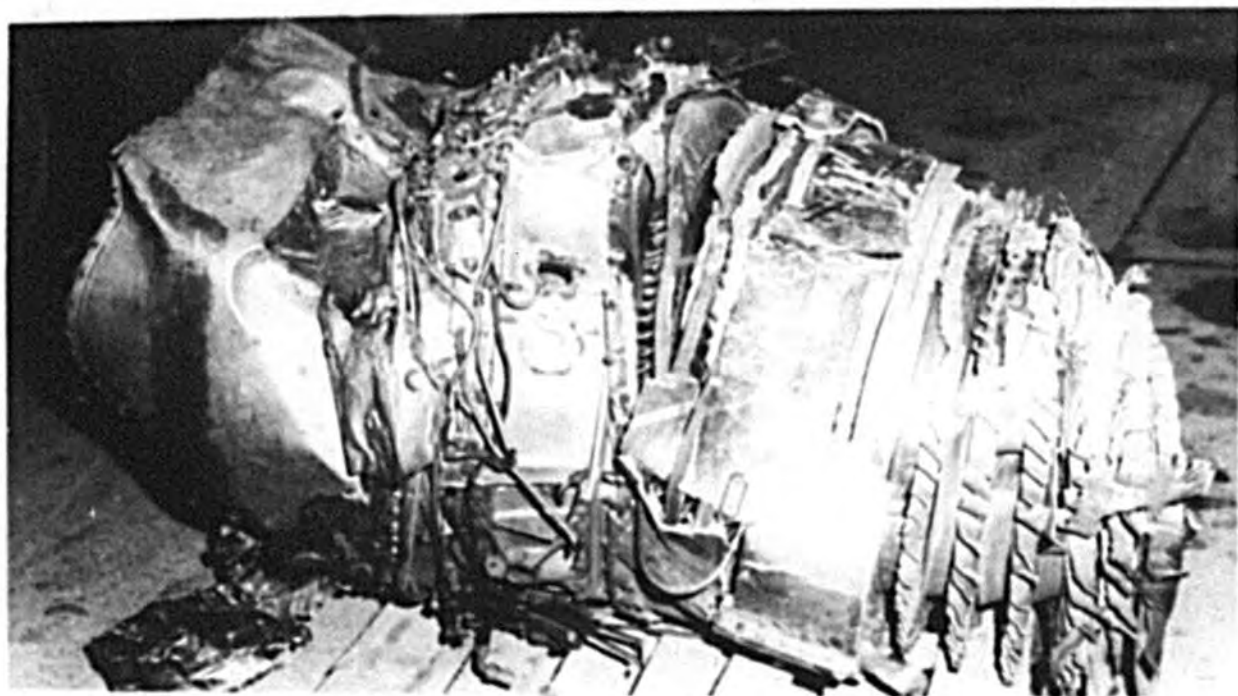
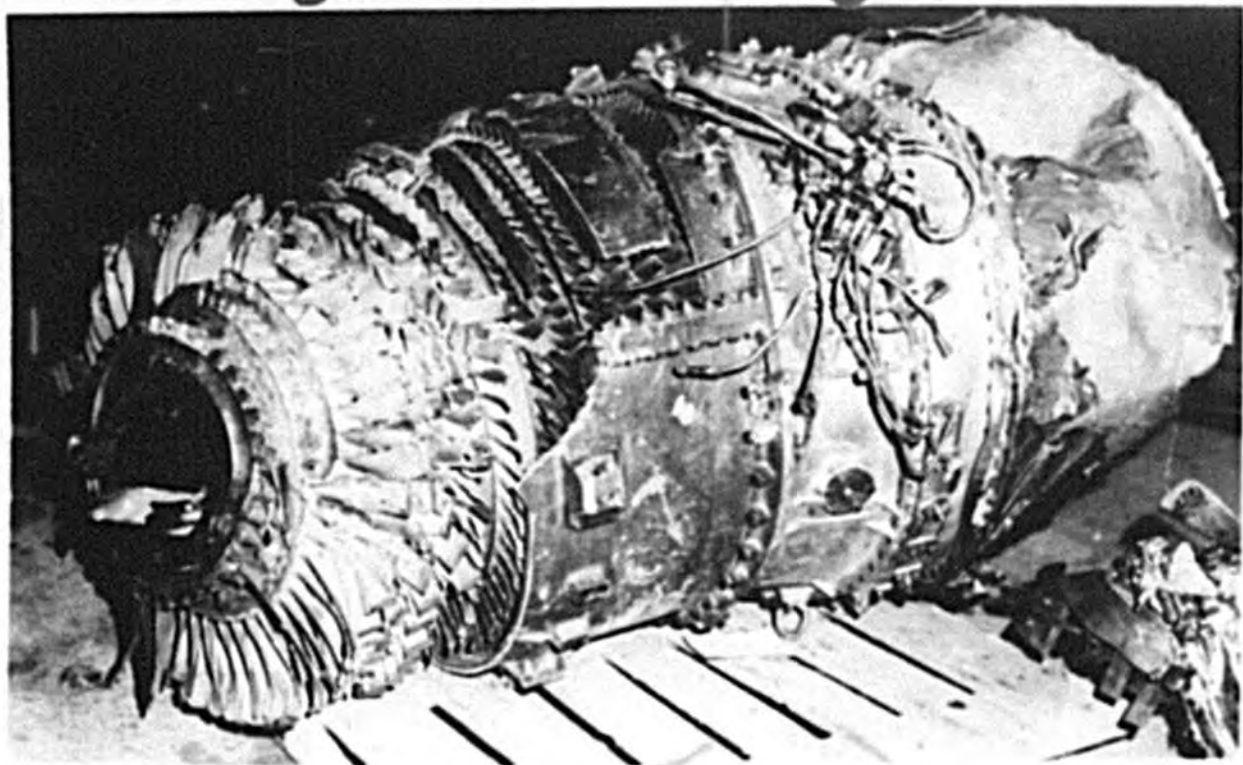
NAS LOS ALAMITOS 3-68A, 4-17-68

A-4A, BUONO 137828, pilot SHAFER, VA-773

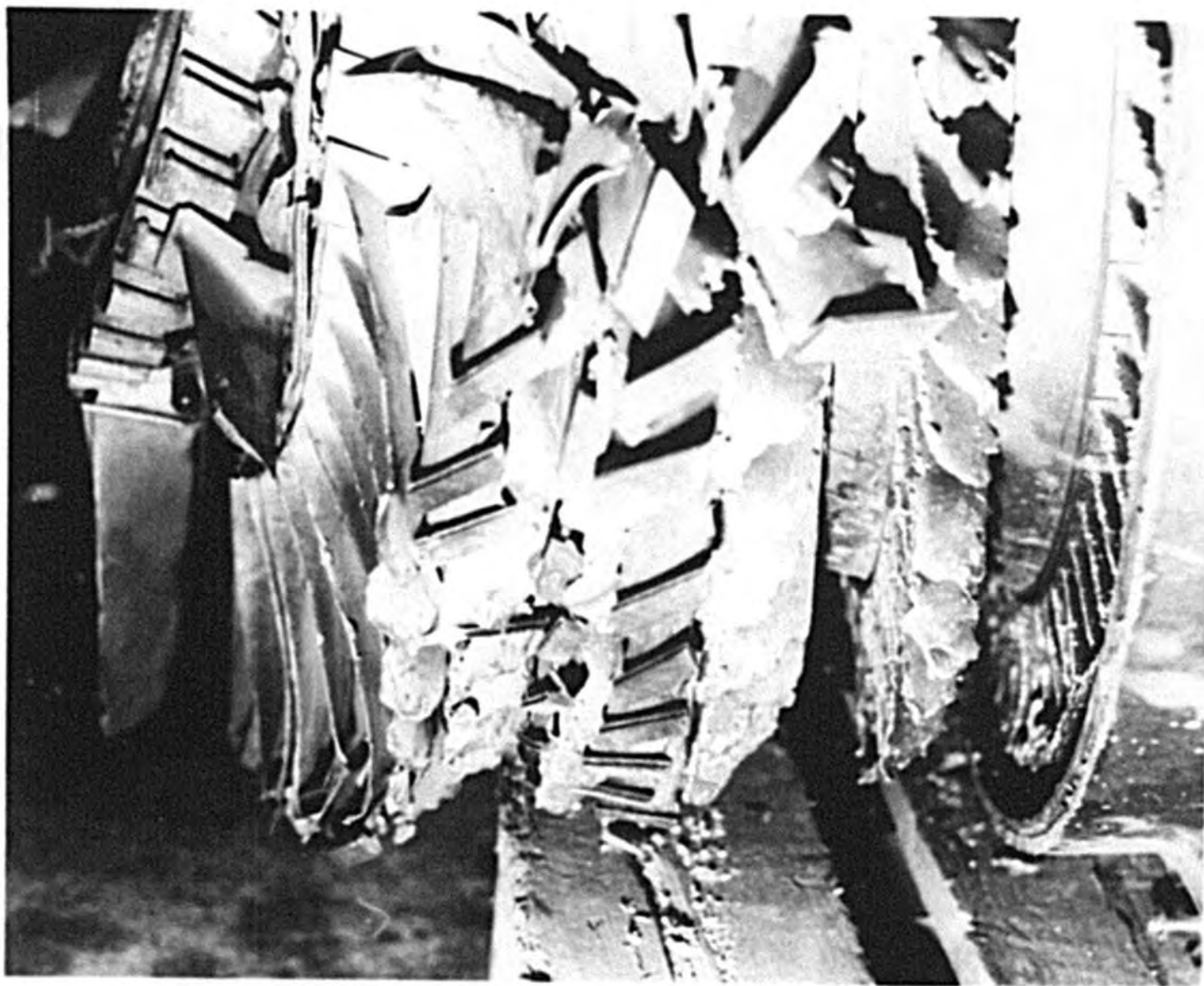
SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES



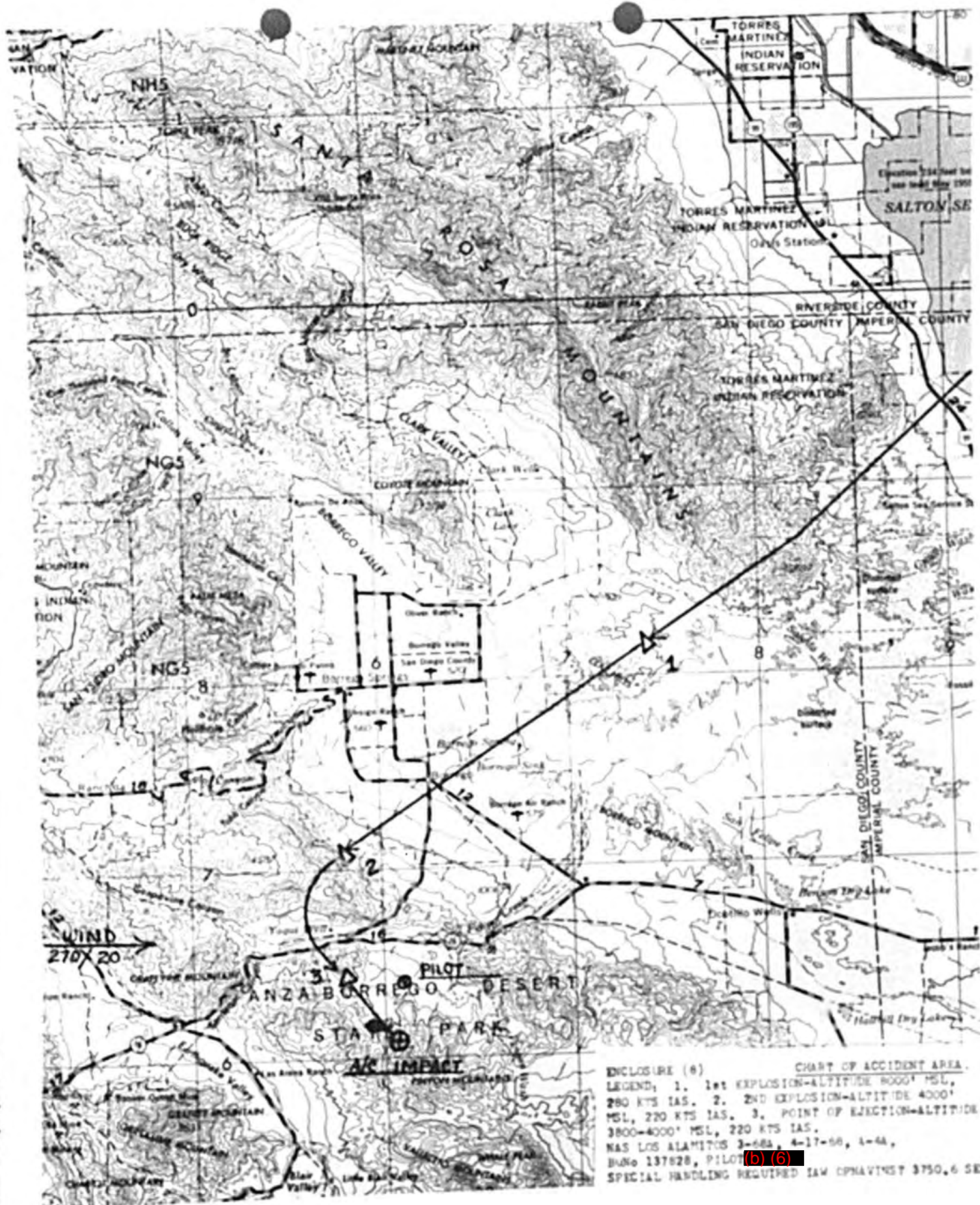
ENCLOSURE (5) COMPOSITE VIEW OF ENGINE AND TURBINE AS FOUND AT CRASH SITE.
 NAS LOS ALAMITOS 3-68A, 4-17-68
 A-4A, BUNO 137828, pilot (b) (6) VA-773
 SPECIAL HANDLING REQUIRED LAW OPNAVINST 3750.6 SE 2S



ENCLOSURE (6) COMPOSITE PHOTO OF ENGINE COMPRESSOR SECTION.
 NAS LOS ALAMITOS 3-68A, 4-17-68
 A-4A, BUNO 137828, pilot (b) (6) VA-773
 SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES



ENCLOSURE (7) 1st STAGE COMPRESSOR BLADE SUSPECTED OF FAILURE
NAS LOS ALAMITOS 3-68A, 4-17-68
A-4A, BUNO 137828, pilot (b) (6) VA-773
SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

AIRCRAFT MAINTENANCE OFFICER'S STATEMENT

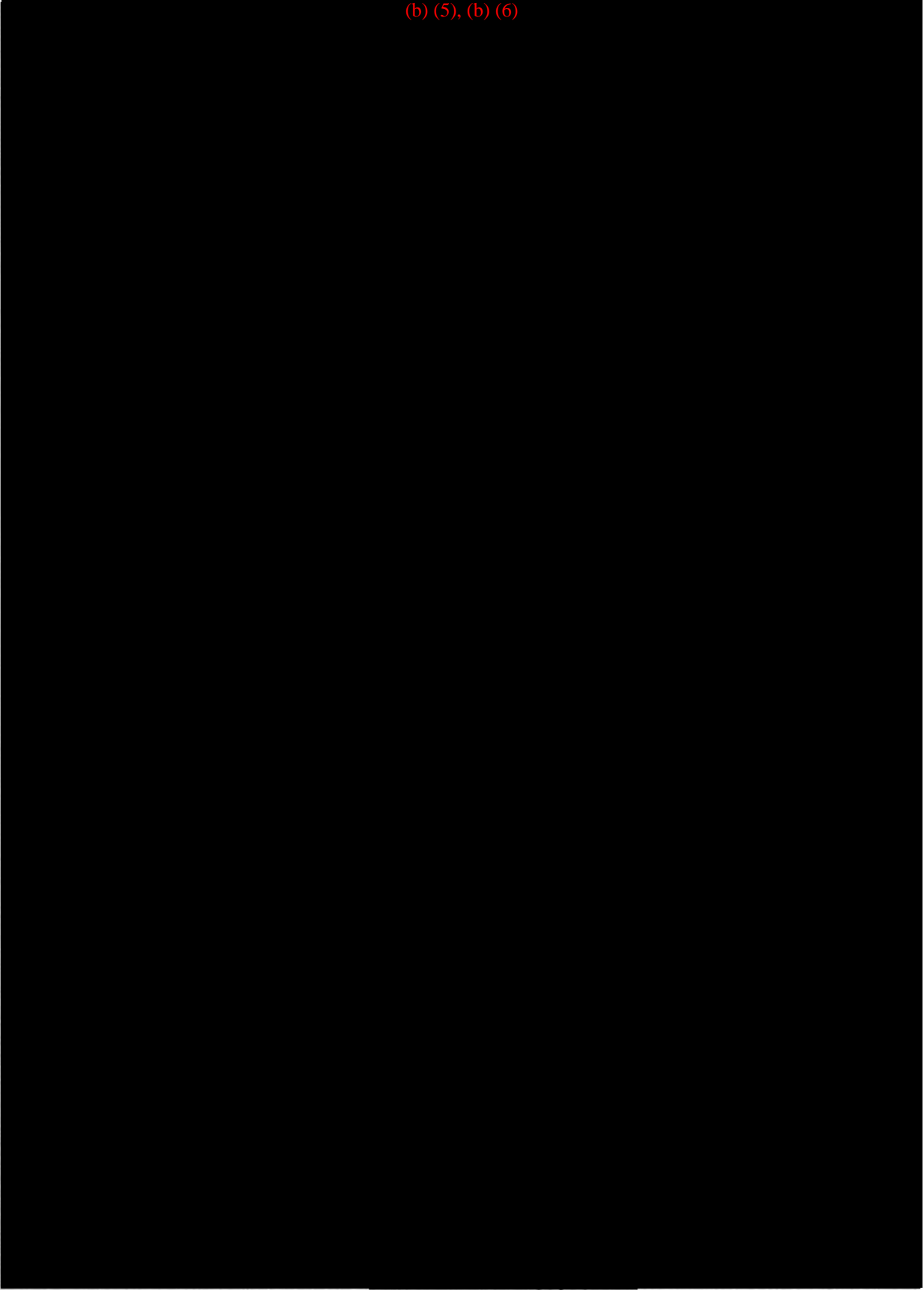
(b) (5)



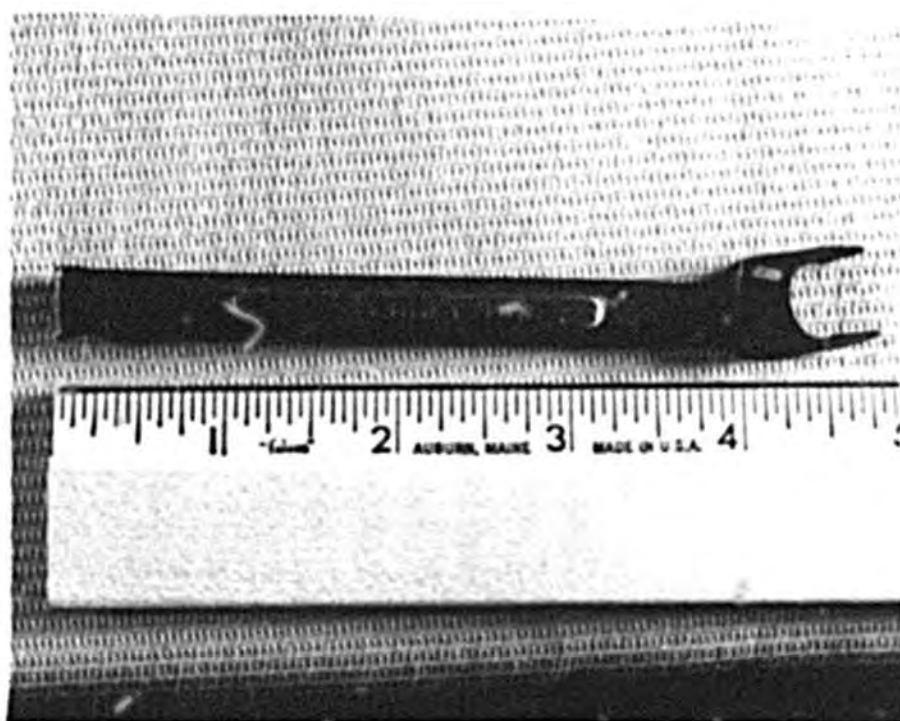
ENCLOSURE (9)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

(b) (5), (b) (6)



CDR USNR-W (7AR)



ENCLOSURE (10) WRENCH FOUND AT IMPACT POINT
NAS LOS ALAMITOS 3-68A, 4-17-68
A-1A, BUNO 137828, PILOT (b) (6)
SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES

SPECIAL HANDLING IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES

Statement of the Aircrew Survival Equipment Officer.

(b) (5), (b) (6)



LT

USN

R 012302Z MAY 68
FM NAVAIREMOR KFAC ALAMEDA
TO RUWJNVA/NAVAIRSYSCOM REPAC
INFO RUEBBHB/NAVAIRSYSCOMHQ
RUWJNVA/COMNAVAIRPAC
RUWJNVA/NAS LOS ALAMITOS
RUWJNTA/NAF EL CENTRO
RUCILSA/NAVAIRNSAFECEN NORVA
ZEN/COMFAIRALAMEDA
RUCLMHA/CNAIRA
RUEDGGA/CHARESTRA
RUEOHRA/NAVAIRTECHSERVFAC PHILA
RUEDDOA/NAVAIRSYSCOM TECH REP WOODRIDGE
RUEDBUA/DCASO WOODRIDGE
RUEDHOA/NAVAIREMOR KFAC CUONPT

BT

UNCLAS

NAVAIRSYSCOMREPAC PASS TO 331.

INVESTIGATION OF J65-WIGA ENGINE 617041 FROM A-4A BUNO 137828

A. YOUR 230213Z APR 68 (NOTAL)

B. NAS LOS ALAMITOS 201745Z APR 68 (NOTAL)

C. NAS LOS ALAMITOS AAN 3-66A

D. FORECON D. BAKER NAVAIRSYSCOMREPAC AND C. DAMGAARD THIS FACILITY
ON 30 APR 68

1. ENGINE COMPRESSOR AND TURBINE SECTION HAVE SEVERE EVIDENCE OF
IN-FLIGHT FAILURE AND DAMAGE.

2. ENGINE SEVERELY DAMAGED AT IMPACT. EVIDENCE OF VERY LOW RPM AT
TIME OF IMPACT.

3. RECOVERED ALL BUT NINE FIRST STAGE COMPRESSOR ROTOR BLADES 231817
(J65 PPC 26). ALL BLADES SHOW ROTATIONAL AND IMPACT DAMAGE. TWO FIRST
STAGE BLADES HAD BLADE TIP BROKEN OFF APPROX 3 1/4 INCHES ABOVE BLADE
PLATFORM. BLADE TIPS NOT RECOVERED. ONE BLADE EXHIBITS A POSSIBLE
FATIGUE CONDITION. CAUSE OF THIS CONDITION UNDETERMINED. BROKEN BLADE
WITH FATIGUE INDICATIONS FORWARDED TO CURTISS WRIGHT SERVICE ENGINEERING
VIA LOREP. CURTISS WRIGHT AGREED TO FURTHER METALLURGICAL STUDY OF
BROKEN BLADE. FIRST STAGE BLADES HAVE A TOTAL OPERATING TIME OF 63.1
HOURS.

4. ALL SECOND STAGE COMPRESSOR ROTOR BLADES 229155 AND THIRD STAGE
229156 RECOVERED. ALL BLADES HAVE ROTATIONAL AND IMPACT DAMAGE. NO
BLADE FAILURE.

5. FOURTH, FIFTH, SIXTH, AND SEVENTH STAGE COMPRESSOR ROTOR BLADES
DAMAGED AND BROKEN. APPROX 20 BLADES IN EACH STAGE BROKE AT THE PLATFORM.
BELIEVED CAUSED BY IMPACT.

6. EIGHTH THRU THIRTEENTH STAGE COMPRESSOR ROTOR BLADES SEVERELY
DAMAGED.

7. RECOVERED 20 SEVERELY DAMAGED INLET GUIDE VANES 222886, 28 VANES
MISSING.

8. RECOVERED 31 SEVERELY DAMAGED FIRST STAGE COMPRESSOR STATOR VANES
222501, 25 MISSING.

9. RECOVERED 44 SEVERELY DAMAGED SECOND STAGE COMPRESSOR STATOR VANES,
TWELVE MISSING.

10. LESS THAN ONE-THIRD OF COMPRESSOR CASE WAS RECOVERED. MOSTLY REAR
PORTION. SCATTERED QUANTITIES OF AFT COMPRESSOR STATOR VANES RECOVERED.

11. ONE FRONT MAIN BEARING SUPPORT STRUT AND OIL PUMP RECOVERED FROM
FRONT MAIN BEARING SUPPORT. THREE-FOURTHS OF FRONT MAIN BEARING SUPPORT
MISSING.

12. ALL TURBINE ROTOR FIRST STAGE BLADES HAD BLADE TIPS BURNED OFF DUE
TO OVER-TEMPERATURE CONDITION CAUSED BY OVERFUELING DUE TO DAMAGED
COMPRESSOR.

13. ALL MAIN ENGINE BEARINGS WERE SATISFACTORY EXCEPT FOR IMPACT DAMAGE.

14. IAW REF D RECOMMEND NAVAIRSYSCOM TECH REP WOODRIDGE TAKE PARAGRAPH
THREE FOR ACTION. CONDUCT METALLURGICAL STUDY OF BROKEN BLADE WITH
FATIGUE CONDITIONS. UPON COMPLETION NOTIFY ALCON RESULTS OF FINDINGS
UNDER YOUR CONTROL 2614-68. FORWARD BROKEN BLADE AND ANY BLADE
SPECIMENS TO NAVAIRNSAFECEN NORVA. ACCIDENT INVESTIGATION DIVISION,
ATTENTION MR. (b) (6)

15. CONCLUDE THAT REPORTED IN-FLIGHT EXPLOSION ORIGINATED IN FRONT OF
COMPRESSOR IN AREA OF INLET GUIDE VANE AND FIRST STAGE COMPRESSOR ROTOR.
CAUSE OF COMPRESSOR FAILURE UNDETERMINED. THREE POSSIBLE CAUSES ARE
FOREIGN OBJECT DAMAGE, INLET GUIDE VANE OR CARRIER WING FAILURE, OR
FIRST STAGE COMPRESSOR ROTOR BLADE FAILURE. METALLURGICAL INVESTIGATION
OF BROKEN FIRST STAGE COMPRESSOR ROTOR BLADE AT CURTISS WRIGHT MAY
ASSIST IN MORE POSITIVE CONCLUSIONS.

16. UNLESS INVESTIGATION AT CURTISS WRIGHT REVEALS POSITIVE FINDINGS,
THIS WILL COMPLETE ACTION THIS FACILITY YOUR CONTROL 2614-68.

BT

Cog MM

49 1/68

012302

MESSAGE DRAFT
STD 4462 (Rev 2/50)

CLASSIFICATION

UNCLASSIFIED

DATE: 29 APRIL 1968

FROM: NAVAL AVIATION
SAFETY CENTER

TO: A.I.

ACTION

NARTU NAS LOS ALAMITOS

PRECEDENCE	
	Mail
	Night
	Message
X	Routine
	Priority
	Op Immed.
	Emer.
	Flesh

COMNAVAIRSYS COMHQ

TEXT

UNCLAS E F T O

A4A BUNO 137828 ACCIDENT

1. WRECKAGE RELEASED TO SENIOR MEMBER OF BOARD.
2. INSTRUCTIONS CONTAINED IN OPNAVINST 3750.6F, PAGE 20, PARA 32D APPLY.

REFERENCE MESSAGE

TRANSMIT BY RADIO --	CLASS OF REF.	CWO	FOR CDR'S OFFICE	DATE/TIME GROUP 291740Z
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A-4A / 137828

NARTU
LOS ALAMITOS

4-17-68

NNNNZCZCNASCB410CZCSLA912
RTTUZYUW RUWJMUAB713 1140213-0000--RUCILSA,
ZNR 00000

R 030213Z APR 68
FM NAVAIRSYSCOMREPAC
TO RUWJHVA/NAS LOS ALAMITOS
RUWJHVA/NAVAIREWORKFAC ALAMEDA
INFO RUEBBHB/NAVAIRSYSCOMHQ
ZEN2/NAF EL CENTRO
RUCILSA/NAVAIRVNSAFGEN
ZEN2/COMFAIRALAMEDA
ZEN2/CHAIRA
ZEN2/CHARESTRA
ZEN1/COMNAVAIRPAC

BT
UNCLAS
A4A BUNO 137828 ACCIDENT INVEST
A. NAS LOS ALAMITOS 271745Z APR 68
B. COMNAVAIRPAC/BWFRHPAC INST 4732.8A
1. FROM CODE 3312. NAS LOS ALAMITOS: THIS CONFIRMS MY CONTROL
NR 2614-68 MENTIONED REF A.
2. NAVAIREWORKFAC ALAMEDA: REQ CONDUCT ENGRG ALAL J65W16A ENG
S/H 617841 AND SELECTED ACCESSORY ITEMS FROM SUBJ ACCIDENT IAW

PAGE TWO RUWJMUAB713 UNCLAS
REF B. ADCON RESULTS WITH TWO COPIES THIS CMD, CODE 331. ABOVE
CONTROL NR ASBD.
BT

B410/68

Cog m+m

OKL
230213Z

NNNNZCZCNASCB410CZCSLA912
RTTUZYUW RUWJMUAB713 1142213-UUUU--RUCILSA.
ZNR UUUUU

R 230213Z APR 68
FM NAVAIRSYSCOMREPAC
TO RUWJNVA/NAS LOS ALAMITOS
RUWJHVA/NAVAIREWORKFAC ALAMEDA
INFO RUEBBN3/NAVAIRSYSCOMHQ
ZEN2/NAF EL CENTRO
RUCILSA/NAVAIVNSAFCEM
ZEN2/COMFAIRALAMEDA
ZEN2/CNATRA
ZEN2/CNARESTRA
ZEN1/COMNAVAIRPAC

B410/68

Cog m+m

BT
UNCLAS
~~A4A BUNO 137528 ACCIDENT INVEST~~
A. NAS LOS ALAMITOS 271745Z APR 68
B. CONNAVAIRPAC/3WFRPAC INST 4732.8A
1. FROM CODE 3312. NAS LOS ALAMITOS: THIS CONFIRMS MY CONTROL
NR 2614-68 MENTIONED REF A.
2. NAVAIREWORKFAC ALAMEDA: REQ CONDUCT ENGRG ALAL J65W16A ENG
S/N 517341 AND SELECTED ACCESSORY ITEMS FROM SUBJ ACCIDENT IAW

PAGE TWO RUWJMUAB713 UNCLAS
REF B. ADCON RESULTS WITH TWO COPIES THIS CMD, CODE 331. ABOVE
CONTROL NR ASGD.
BT

apl
230213Z

NNNNZCZCNASCB410CZCSLA912
RTTUZYUW RUWJMUAS713 1142213-0000--RUCILSA.
ZNR 00000
R 230213Z APR 68
FM NAVAIRSYS COMREPAC
TO RUWJNVA/NAS LOS ALAMITOS
RUWJHVA/NAVAIREWORKFAC ALAMEDA
INFO RUEBBMS/NAVAIRSYS COMHQ
ZEN2/NAF EL CENTRO
RUCILSA/NAVAIRVNSAFCEM
ZEN2/COMFAIRALAMEDA
ZEN2/CNAIRA
ZEN2/CNARESTRA
ZEN1/COMNAVAIRPAC
BT
UNCLAS

3410/68

Cog m+m

CORRECTED COPY

14A BUNO 137828 ACCIDENT INVEST

A. NAS LOS ALAMITOS 261745 APR 68

B. COMNAVAIRPAC/BWFRFPAC INST 4730.8A

1. FROM CODE 3312, NAS LOS ALAMITOS: THIS CONFIRMS MY CONTROL NR 2614-68 MENTIONED REF A.

2. NAVAIREWORKFAC ALAMEDA: REQ CONDUCT ENGRG ALAL J65WISA ENG S/N 617241 AND SELECTED ACCESSORY ITEMS FROM SUBJ ACCIDENT IAW

PAGE TWO RUWJMUAS713 UNCLAS

REF B. ADCON RESULTS WITH TWO COPIES THIS CMD, CODE 331. ABOVE CONTROL NR ASGO.

BT

APR

230213Z

XZCNASCB327SLA397
PTTUZYUW RUWJNVA0237 1111737-0000--100100A.

ZNR UUUUU

P 201745Z APR 68

FM NAS LOSALAM

TO RUWJMUA/NAVAIRSYS COMREPAC

INFO RUWMHVA/NAF ALAMEDA

RUWMHVA/COMFAIR ALAMEDA

RUWJMUA/COMNAVAIRFAC

RUEBBHB/NAVAIRSYS COMHQ

RUCILSA/NAVAVASFCEN

RUWJNTA/NAF EL CENTRO

RUCLMHA/CNATRA

RUEDGGA/CNARESTA

BT

UNCLAS

PRIORITY FAILURE/MALFUNCTION INVESTIGATION

A. NAVAIRSYS COMREPAC INSI 4738.2A

B. TELECON 19 APRIL MR. (b) (6) YOUR COMMAND AND MR. (b) (6) OF NAVAVSAFCEN.

C. NAS LOS ALAMITOS AAR 3-68A

1. REQUEST VERIFY PRIORITY (DIR) CONTROL NUMBER 26-14-68 ASSIGNED TO
AAA BUNO 137828.

2. ENGINE J-65W16A SERIAL 617241 AND SELECTED ACCESSORY ITEMS FROM
AAA BUNO 137828.

3. ENGINE TO BE DELIVERED TO NAF ALAMEDA ON 22 APRIL 68. ACCOMPANIED
BY NAVAVNSAFCEN INVESTIGATOR ARMENTROUT AND ENGINE/ACCESSORY LOGS
RECORDS.

BT

3 307/68

W/L

HPK

21945

HSWZFR LFG QKMOI

PTTUZYUW RUWJNVA0218 1100010-UUUU--RUCILSA.

ZNR UUUUU

P 190040Z APR 68

FM NAS LOSALAM

TO RUENAAA/CNO

RUCILSA/NAVAVNSAFECEN

INFO RUEBBHB/NAVAIRSYSCOMHC

RUWJHEA/COMELVEN

RUCLNHA/CNATRA

RUEGGA/CNARESTRA

RUWJNDA/NAVPLANIREPO LBEACH

RUEDDGA/NAVPLANIREPO WOODRIDGE

RUWMMFA/COMREDATKCARAIRWING FOUR

RUWMMFA/COMREDATKCARAIRWING ONE TWO

RUHHBNA/CINCPACFLT

RUWJMUA/COMNAVAIRPAC

RUCILMA/COMNAVAIRLANT

RUHHFMA/FMFPAC

RUEBNVA/FMFLANT

RUEBBHB/CHNAVMAT

RUWJMUA/NAVAIRSYSCOMREPAC

RUWJNTA/NAVAERORECFAC EL CENTRO

BT

UNCLAS FOR OFFICIAL USE ONLY

SUPPLEMENTARY MESSAGE REPORT OF AIRCRAFT ACCIDENT

A. OPNAVINST 3752.6A

B. EL CENTRO 180420Z APR 68 NOTAL

1. 17 APR 68, 1520U, DAY

2. A-4A, 137823, NAS LOS ALAMITOS AAR 3-68A

3. 250 DEG MAG 40 NM FM IMPERIAL VORTAC (IMP)

4. (b) (6) LT, (b) (6), USNR, VA-773 STANP, GOLF

5. NONE

6. ALFA

PAGE TWO RUWJNVA0218 UNCLAS

7. LOW LEVEL NAVIGATION

8. ENGINE FAILURE - COLLISION - GROUND - UNCONTROLLED

9. MUFFLED ENGINE EXPLOSION FOLLOWED BY RAPID TPT RISE AND VIBRATION.

ENGINE RAN ROUGH FOR ABOUT 5 MINS THEN FLAMED OUT

10. 5500 BKN, VIS UNLIMITED

11. UNKNOWN

12. DIR WILL BE REQUESTED, ON ENGINE J-65W16A, S/N W617041, FUEL CONTROL S/N H157973 AND RELATED ACCESSORIES

13. NO CHANGE

14. NONE

15. NO PRIVATE PROPERTY INVOLVED. CRASH SITE IN REMOTE UNPOPULATED AREA NE SECTION ANZA BORREGO DESERT STATE PARK, CALIFORNIA.

16. (b) (6) LCDR, AVIATION SAFETY OFFICER/SR. MBR AAR BD.

898-3470 EXT 413 137828

BT A-4A 137828 NAS Los Alamitos 3-68A 4-17-68

355A/68

SUPP AAR

Beams 137828
verified by AT. Investigator
S.W.S. 4/17/68

190040Z

MESSAGE DRAFT
SND 4012 (Rev 2-60)

CLASSIFICATION
UNCLASSIFIED

DATE: 18 APRIL 1968

FROM: NAVAL AVIATION
SAFETY CENTER

DRAFTED BY: (b) (6)
LCDR (b) (6)

DEPT.

RELEASED BY: (b) (6)
LCDR (b) (6)

OOD

OOD

ACTION

V PRIORITY V	
	Mail
	Night Message
	Routine
X	Priority
	Op Immed.
	Emse.
	Flash

INFO

NAS LOS ALAMITOS
ATKRON SEVEN SEVEN THREE

CNO
NAVAIRSYS COMBQ
NAVAIRSYS COMREPPAC
COMNAVAIRPAC
CNARESTRA
NAVAIRSYS COMREPO LONG BEACH
DCASO WOODRIDGE

TEXT

UNCLAS E F T O

A4A BUNO 117926 ACCIDENT

1. (b) (6), WILL ARRIVE SAN DIEGO VIA UNITED AIR LINES FLT 103 AT 1307, 18 APRIL 1968, TO CONDUCT NAVAVNSAFECEN INVESTIGATION OF SUBJECT ACCIDENT.
2. INSTRUCTIONS CONTAINED IN OPNAVINST 3750.6F, PAGE 14, PARA 24 B, AND PAGE 20, PARA 32A, (PRESERVATION OF WRECKAGE) APPLY.

REFERENCE MESSAGE

TRANSMIT BY RADIO --	CLASS OF REF.	CWG	FOR COMM. OFFICE	DATE/TIME GROUP
				181215Z

86417164

RHQNASC91463356
PTTUZYUW RUWJNTA3251 1290415-UUUU--RUCILSA.

ZNR UUUUU

P R 180400Z APR 68

FM NAF EL CENTRO

TO RUENAAA/CNO

RUCILSA/NAVAVHSAFCEN

RUEBBHB/NAVAIRSYSOM

RUWJNVA/NAS LOS ALAMITOS

RUWJAPA/COMFAIRMIRAMAR

INFO RUWJHEA/COMLEVEN

RUWJNVA/CO ATKRON SEVEN SEVEN THREE

RUEGGGA/CNARESTRA

RUWJMUA/COMNAVAIRPAC

RUEBBHB/CHNAVJAT

RUHNBRA/CINCPACFLT

BT

UNCLAS FOR OFFICIAL USE ONLY

NAVY PRELIMINARY MESSAGE REPORT OF AIRCRAFT ACCIDENT

A. OPHAVINST 3750.6F

1. 171522U APR, DAY

2. 285 DEG/47NM IMPERIAL VORTAC; 291 DEG/13NM JULIAN VORTAC

3. A4-A, BUNO 137828

Correct Buno # per AI Investigator 4/19/68

PAGE TWO RUWJNTA3251 UNCLAS

4. NAS LOS ALAMITOS

5. ALFA DUE TO IMPACT

6. SHAFER, JERRY P. LT., (b) (6) NAVY, 1315, RESERVE, G

PILOT EXPERIENCE: TOTAL TIME 1500 HRS, 1100 HRS IN TYPE, 30 HRS

LAST 90 DAYS, RAPEC, ALT 4000, 250 KTS

7. NA

8. NA

9. LOW LEVEL NAV

10. RETURNING TO NAS LOS ALAMITOS

11. ONE (1) ENG EXPLOSION FOLLOWED BY HIGH EGT FOLLOWED FOUR

(4) MINS LATER BY ANOTHER EXPLOSION AND FLAMEOUT

12. 8000 SCTD

13. ENGINE FAILURE

14. UNKNOWN

15. NA

16. ACCESSIBLE BY US HWY 78

17. LCDR (b) (6) NAS LOS ALAMITOS EXT 412

BT

A-4A /137828

NAS Los Alamitos (uncl)

4-17-68

146 B/68

AAR

ALFA

86417164 APR
190420Z